



22 February 2023

The Hearings Panel
Dunedin City Council
Wendy.Collard@dcc.govt.nz

Our Ref.: 18197

LUC-2022-117 ABBOTTS HILL ROAD
APPLICANTS RESPONSE TO s42A REPORT

This document provides a description of a number of modifications that the applicant is prepared to make to the proposed activity, in light of the submissions received from notified neighbours and in consideration of the assessments made in the s42A report.

The modifications presented by the applicant in this document will be taken into account by the applicant's planning evidence, which will be submitted in a separate document.

Please find the following information appended to this document-

- A. Photograph image of the applicant's truck, with trailer unit.
- B. Plan of photograph locations along Abbots Hill Road.
- C. Photograph series looking east along Abbots Hill Road.
- D. Plan image of proposed road upgrades.
- E. Building plans for a proposed residential activity.

First, some of the suggestions made within the s42A report describe relatively straight-forward activities that the applicant might consider to further mitigate potential adverse effects. The applicant is supportive of a number of these being integrated into the proposed activity, and accordingly offers the following-

- 1. The applicant is agreeable to increasing the height of the existing wooden paling fence between the activity site and the property at 128 Abbots Hill Road to 2.5m (refer paragraph's 69 and 90 of the s42A report).
- 2. The applicant is agreeable to the development of a noise management plan (refer paragraph 90 of the s42A report). This noise management plan would include consideration of maximum vehicle 'idling' periods. The applicant is also agreeable to a further noise test being undertaken once mitigation measures have been installed (refer paragraph 92 of the s42A report).
- 3. The applicant is agreeable to the imposition of a limit on vibration levels from the activity (refer paragraph 91 of the s42A report).
- 4. The applicant is agreeable to the development of a landscape/planting plan with a screening objective (refer paragraph 72 of the s42A report).

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5. The applicant is agreeable to the imposition of a consent condition that enables a review of the activity one year after commencement.
6. The applicant is agreeable to having the proposed hours of operations consented as fixed limits. These hours were in fact originally intended to be limits, but this might not have been entirely clear in the application.

Second, in addition to the mitigation measures noted above, the applicant has identified several modifications that can be offered as methods to assist in the mitigation of transportation effects, amenity effects and scale effects. These measures are described under the headings below.

Transportation Effects

7. The applicant has taken some time to review the transportation concerns that are detailed in the s42A report around the safety of vehicles travelling on Abbotts Hill Road. To aid this review, a number of photographs have been taken along the road, with these attached to this document as Appendices B and C. The applicant has concluded that while the majority of Abbotts Hill Road appears to be formed to a standard that will satisfy both regular vehicle traffic and the traffic that will be generated by the proposed activity, there is one section of the road that is less than satisfactory. This section occurs at the bend in the road between number 110 and number 115 Abbotts Hill Road. The approach to this bend is best shown in Photo 7.

The applicant is agreeable to undertaking some road widening work to improve the formation of Abbotts Hill Road at the bend described above. The plan shown in Appendix D shows a proposed widening of the gravel carriageway to a formed width of 6.0m, over a length of 18m (exc. merge tapers). This work will necessitate the removal of a number of flax bushes on the north side of the road corridor. The applicant considers that this proposed road widening will address the safety issue that exists at this location, significantly improving the performance of Abbotts Hill Road.

8. In response to the concerns raised in the s42A report around vehicles from the proposed activity manoeuvring on Abbotts Hill Road, the applicant proposes that a restriction be placed on this. No reversing onto Abbotts Hill Road will be allowed, and the only manoeuvring that will occur will be a temporary stopping of vehicles on the road carriageway if the gate to the yard needs to be opened in front of the vehicle (when entering the site) or closed behind the vehicle (when leaving the site). To aid this restriction, and to assist in other ways as noted below, the applicant is prepared to remove all outside material storage from the northern region of the activity area, between the shed and the road corridor. This will provide additional manoeuvring space on-site.
9. In response to the concerns raised about vehicle speeds on Abbotts Hill Road, the applicant is prepared to erect a sign within the site yard, visible to vehicles leaving

the yard, reminding drivers to travel at a safe speed along Abbotts Hill Road. We note that during a recent site visit, it was observed that a safe speed was felt to be somewhere between 30 and 40 km/hr. The applicant would also use this signage to remind visitors that vehicles are not to reverse out onto Abbotts Hill Road, and to be generally aware of pedestrians and animals that may be travelling along the road.

10. The s42A report raises some uncertainty around the size of the truck that is proposed by the applicant to routinely visit the site. To address this uncertainty, the applicant has provided the photograph in Appendix A, showing a 4 x 4 Hiab truck towing a moderately-sized trailer. Larger machinery required at the site is transported by this Hiab and the trailer unit (as demonstrated in the photo). The Hiab and trailer units are not excessively wide vehicles, and certainly not as large as a logging truck. Provided that these vehicles are driven at an appropriate speed on Abbotts Hill Road, and within the limits proposed for vehicle movements, the applicant does not believe that other road users will be adversely affected in a manner that is more than minor. In the event that the applicant needs to bring a larger vehicle than the Hiab to the site, the applicant is prepared to accept a consent condition that requires 24-hour notice of the arrival of this vehicle to be provided to the neighbours.
11. One other issue that has been raised is the difficulty that can exist with monitoring the compliance of activities after consent has been issued. This will be partly addressed through the consent condition that enables a review of the activity one year after commencement. Further to this, the applicant is prepared to operate a camera on-site to maintain a record of all activity over a 6-month rolling period. The footage from this camera would be made available to Dunedin City Council on request. Thus, if there is a future concern that the activity might be breaching its resource consent (and not necessarily only in relation to vehicle movements), this will be able to be verified relatively easily.

Amenity Effects

12. In addition to the amenity-related mitigation measures noted in points 1-4 above, the applicant proposes to remove all outside material storage from the northern region of the activity area, between the shed and the road corridor activity. This will improve visual amenity, as well as slightly reducing the overall scale of the activity and providing greater space for manoeuvring and landscaping/planting of the site.

Scale Modifications

13. Following review of the s42A report, the applicant has given consideration to the comparison between a 'working from home' activity and an 'industrial activity'. In the report, it has been assessed that the proposed limit of 5 staff members at any one time is "...likely to result in a greater intensity of use than would typically be expected with a permitted working from home activity" (paragraph 59). The applicant is prepared to reduce the proposed limit of 5 staff to 3 staff at any one time working in respect to the proposed industrial activity, with one of these staff members being an owner of the property (and expected to be a future resident). It is considered that a

maximum of 3 staff on-site, predominately occurring at this maximum only for a short period at the start and end of each workday, is consistent with many typical 'working from home' activities. When a future residential activity is established on the property, with one of the attending staff members also being a resident of the site, the proposed activity will be equivalent to a 'Rural Contractor and Transport Depots – Small Scale' activity as defined in the 2GP.

14. The application has noted that a residential activity is anticipated to be commenced on the subject site with a period of 30-months. The applicant has provided an update to this, with it now proposed that construction of a new residential dwelling is expected to start within the next 12 months, and completion of the building targeted within a further 12-month period. To demonstrate progress in this regard, Appendix E contains a set of building plans for the proposed residential activity.

Lastly, the applicant would like to further describe the truck wash-down activity to address concerns about groundwater contamination. The wash down activity is designed to remove mud from vehicles. The spray used to do this does not include any cleaning chemicals (just water that has been collected from the roof of the shed). The mud that is removed from the vehicles is from sites that are presumed to be uncontaminated. Where sites are known to have contaminated material, there is most often a wash-down facility at the site so that vehicles can be appropriately cleaned before they depart. In the event that the applicant has reason to believe that contaminated material might be collecting on the vehicles, then specialist cleaning of the vehicles, at an approved location, is carried out.

Yours faithfully

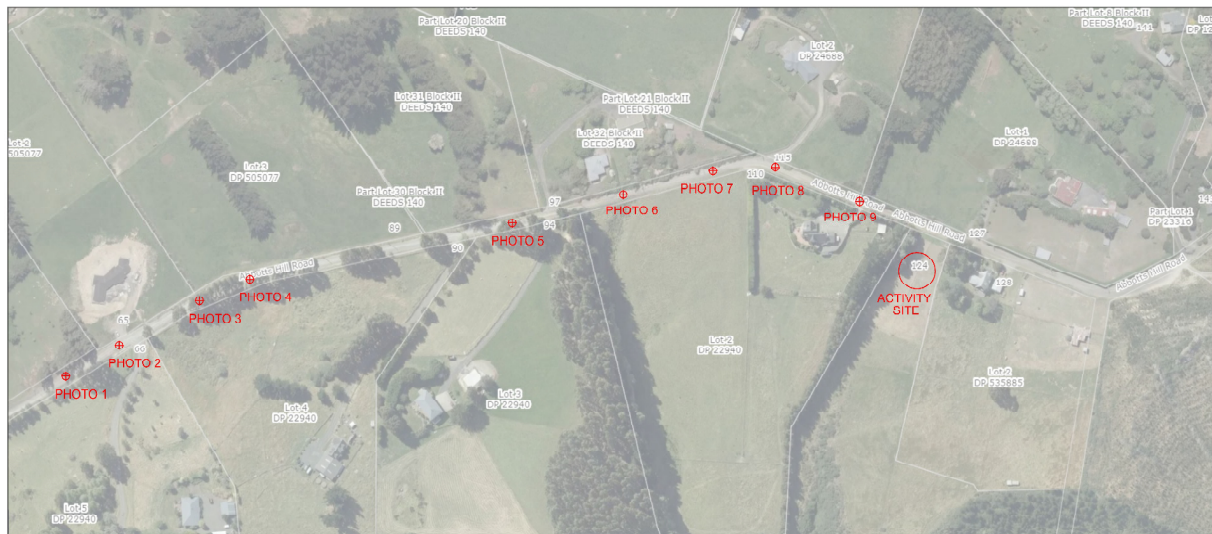
PATERSON PITTS GROUP

Vyvienne Evans
Planner

Appendix A: Truck and trailer unit



Appendix B: Plan of photograph locations along Abbotts Hill Road



Note, all photographs shown in Appendix C are pictured looking east from the photo position marked in the above image.

Appendix C: Photograph series looking east along Abbotts Hill Road



Photo Position 1



Photo Position 2



Photo Position 3



Photo Position 4



Photo Position 5



Photo Position 6



Photo Position 7

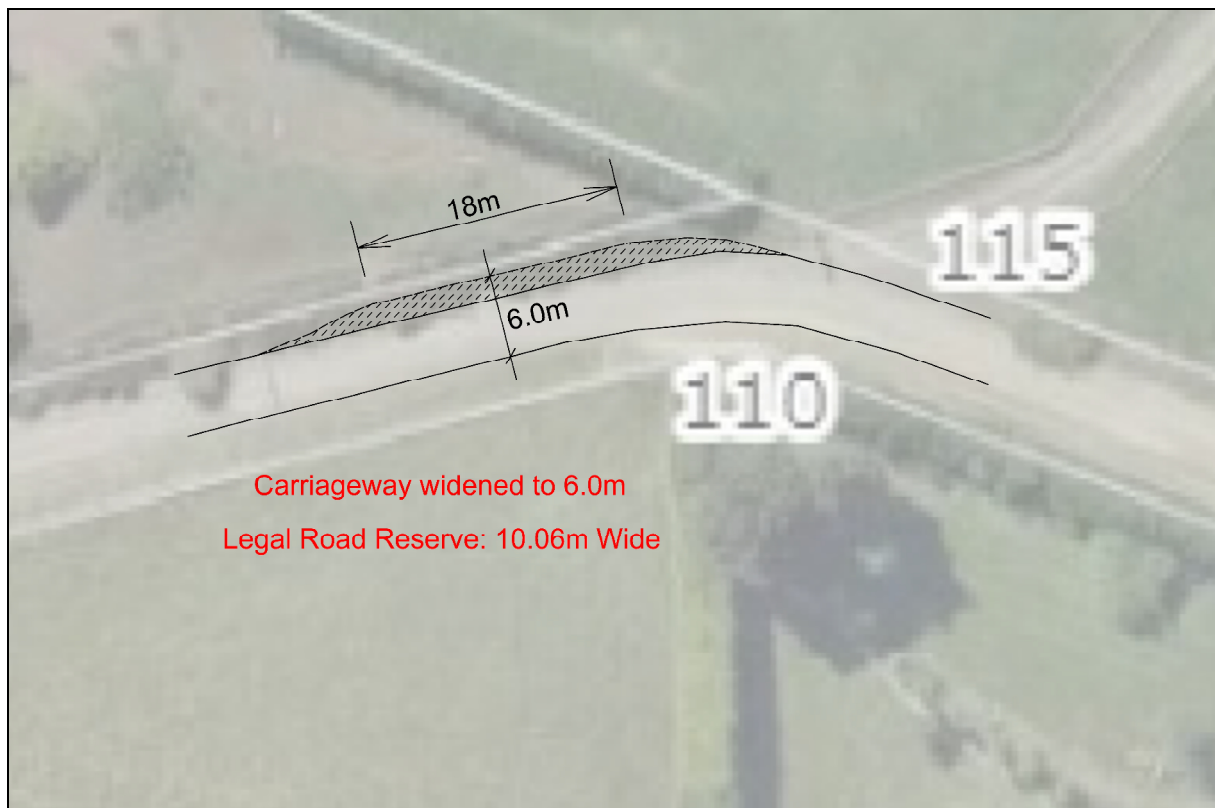


Photo Position 8

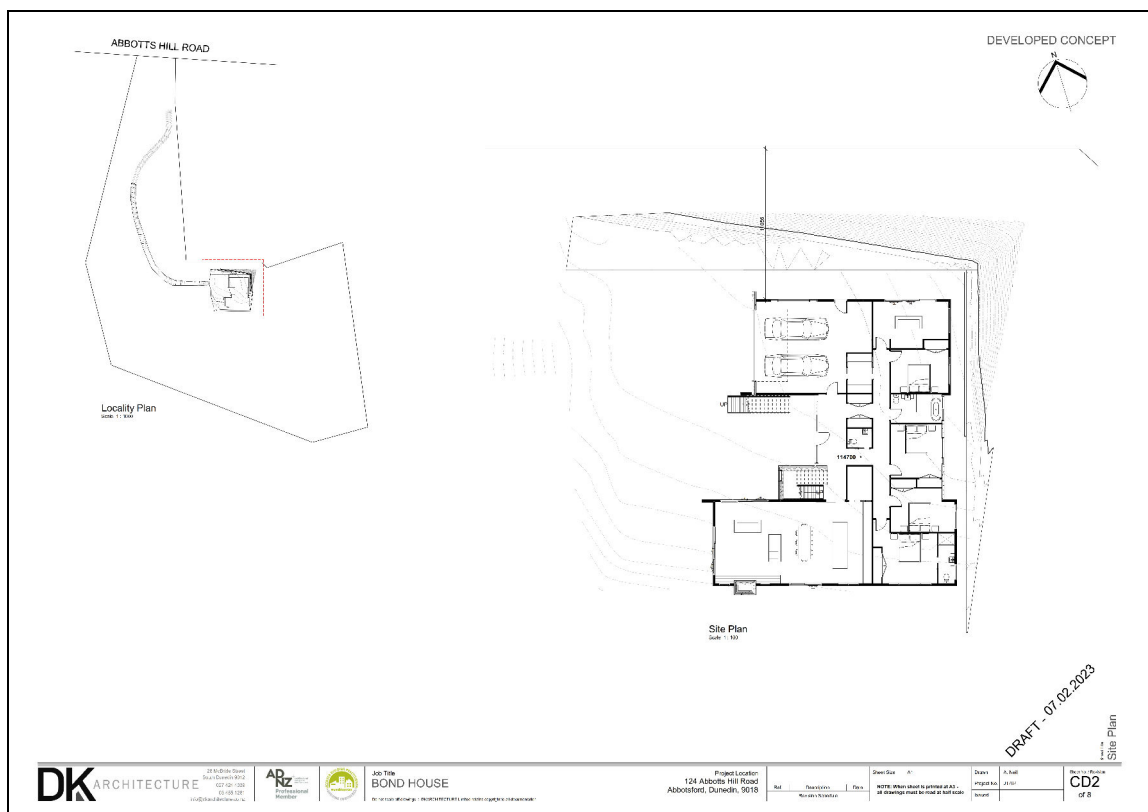


Photo Position 9

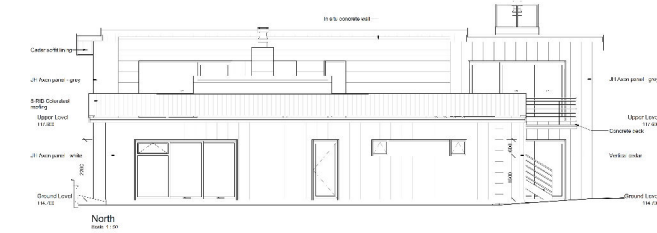
Appendix D: Plan image of proposed road upgrades



Appendix E: Building plans for a proposed residential activity



DEVELOPED CONCEPT



DRAFT - 07.02.2023
Elevations cont.

DK ARCHITECTURE

28 Ardara Street
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ARZ ARCHITECTS

28 Ardara Street
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BOND HOUSE
124 Abbots Hill Road
Abbotsford, Dunedin 9018

Project Location
124 Abbots Hill Road
Abbotsford, Dunedin 9018

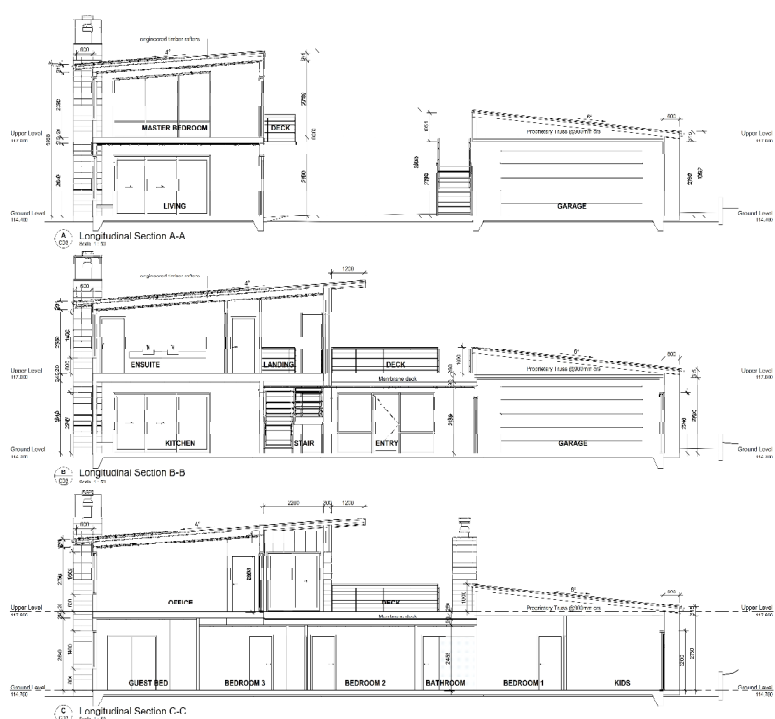
Room	Partitions	Floor
Bed	Partitions	Partitions

Sheet Size: A1
Notes: When sheet is printed at A1, all drawings must be read at full scale.

Drawn By: J. Hall
Checked By: J. Hall

Sheet No: CD5
of 8

DEVELOPED CONCEPT



DRAFT - 07.02.2023
Longitudinal Sections

DK ARCHITECTURE

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ARZ ARCHITECTS

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BOND HOUSE
124 Abbots Hill Road
Abbotsford, Dunedin 9018

Project Location
124 Abbots Hill Road
Abbotsford, Dunedin 9018

Room	Partitions	Floor
Bed	Partitions	Partitions

Sheet Size: A1
Notes: When sheet is printed at A1, all drawings must be read at full scale.

Drawn By: J. Hall
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